

The logo is a white shield with a blue border and the number 113 in blue.

113

**US 113 NORTH/SOUTH STUDY**

The background image shows a wide street in a town. In the distance, there's a large brick building with many windows. To the left, a yellow house is visible. In the foreground, a sign for 'SELBYVILLE' is partially visible on the right. The text 'US 113 North/South Study Millsboro-South Area Working Group Meeting' is overlaid in the center.

# **US 113 North/South Study Millsboro-South Area Working Group Meeting**

**February 6, 2007**



**RESTAURANT**



MILLSBORO

SELBYVILLE  
— EST. 1778 —  
CHAMBER OF COMMERCE

RESTAURANT

EAGLE II  
RESTAURANT

SEAFOOD  
BRIEF, RIBS  
& STEAKS  
W/ COFFEE & SODA  
MILLERS RESTAURANT

# Agenda

- Welcome Bob Kramer
- Introduction Monroe Hite, III
- Review of Key Issues Monroe Hite, III
- Introduction of  
East-to-East Alternatives Joe Wutka

# Agenda

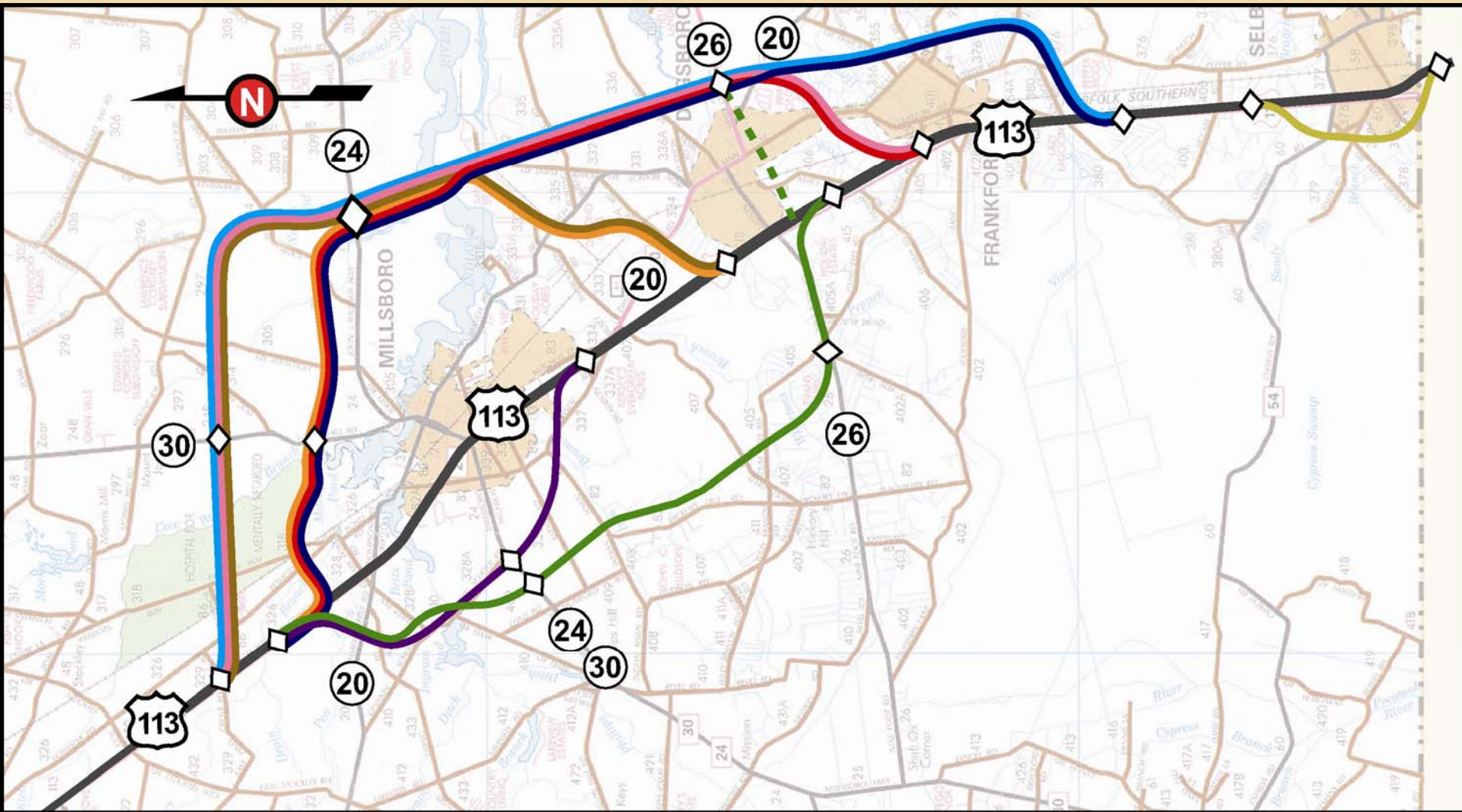
- Discussion
- Schedule
- Next Steps

Working Group

Monroe Hite, III

Monroe Hite, III

# Millsboro-South Area Alternatives

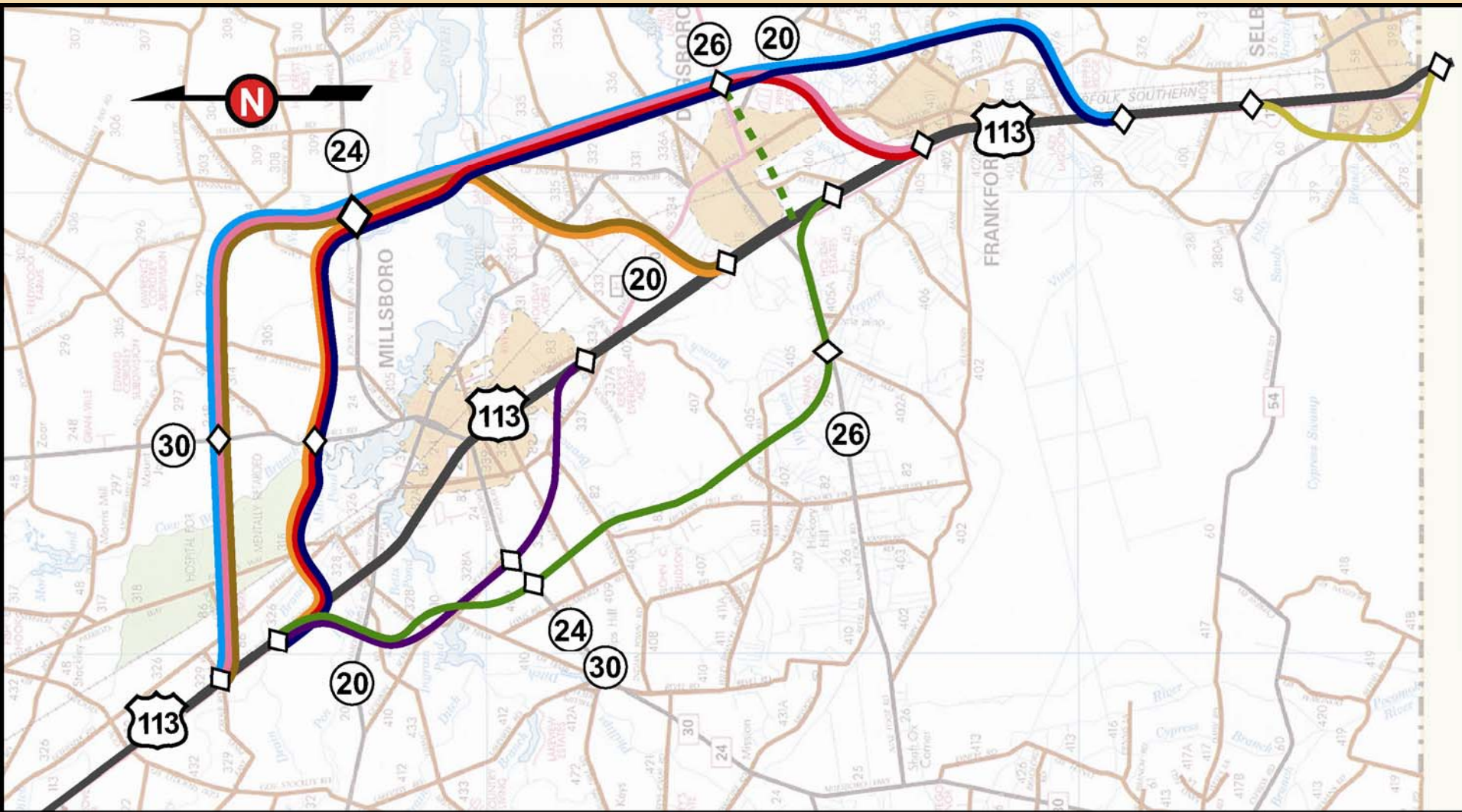


# **Millsboro-South Area Alternatives**

## **Key Issues**

- **Wetlands**
- **Cultural Resources**
- **Rare, Threatened and Endangered Species**
- **Traffic**
- **Socio-Economic Impacts**
- **Natural Areas**

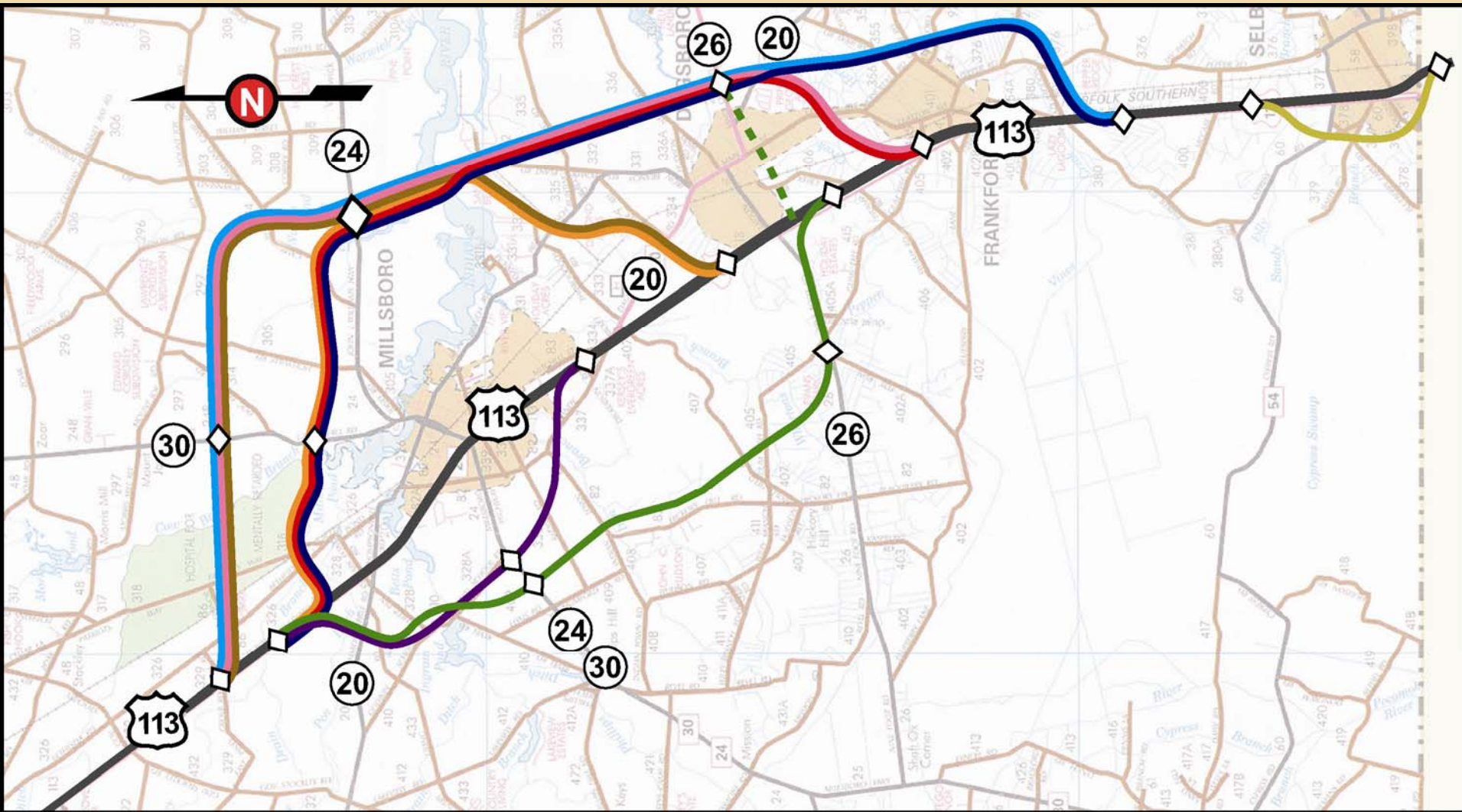
# Millsboro-South Area Alternatives



# Millsboro-South Area Alternatives Wetlands

- The natural resource agencies have analyzed the retained alternatives.
  - U.S. Army Corps of Engineers
  - Environmental Protection Agency
  - U.S. Fish and Wildlife Service
  - Department of Natural Resources and Environmental Control
- Several field visits have been conducted with the agencies to review critical issues.
- By the end of February, these agencies will have a full understanding of the wetland issues, including habitat quality, associated with each alternative.

# Millsboro-South Area Alternatives

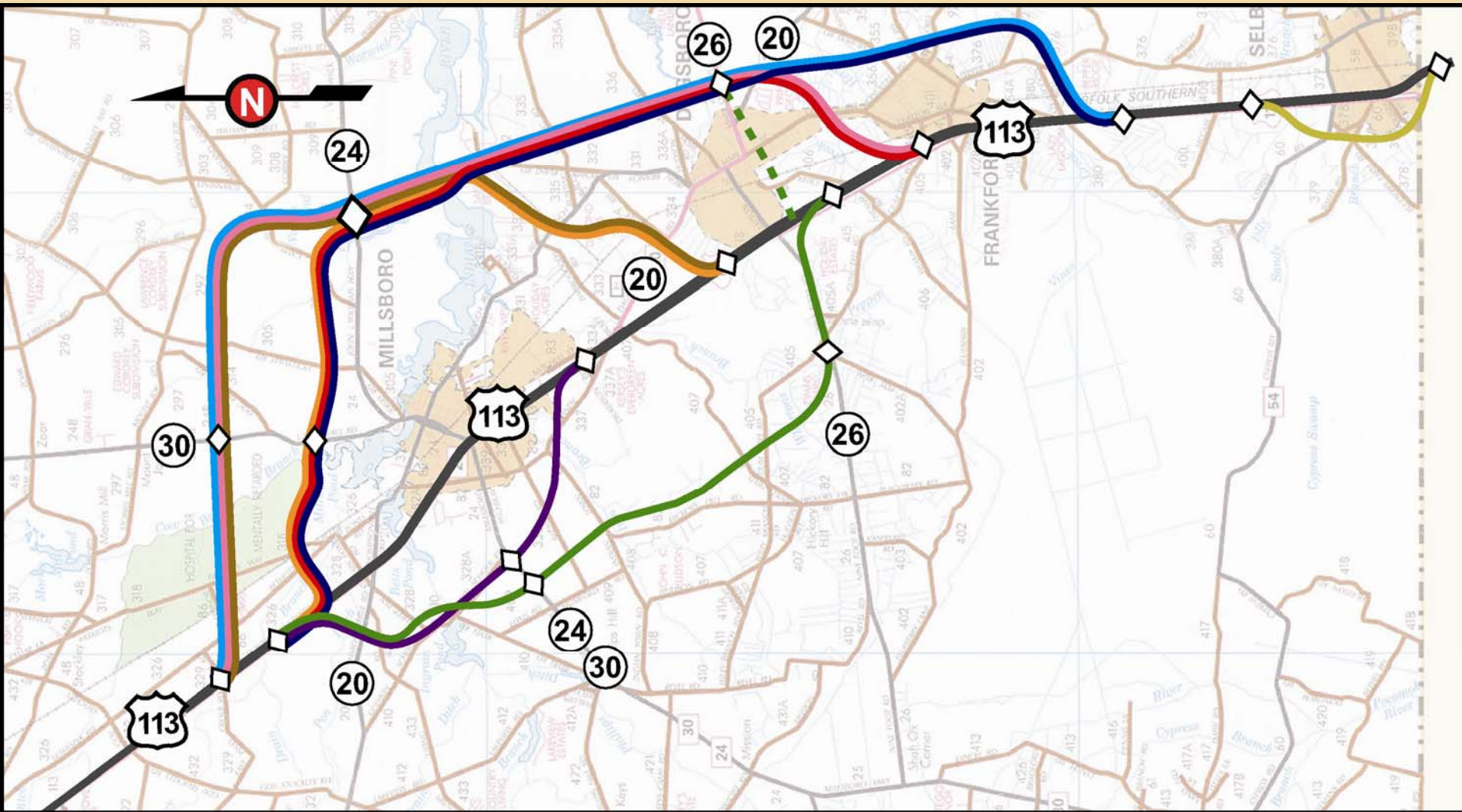


# **Millsboro-South Area Alternatives**

## **Cultural Resources**

- The Delaware State Historic Preservation Office (SHPO) has worked closely with the project team on the eligibility of architectural properties for the National Register of Historic Places.
- Final determination of National Register eligibility is likely to be resolved this summer.

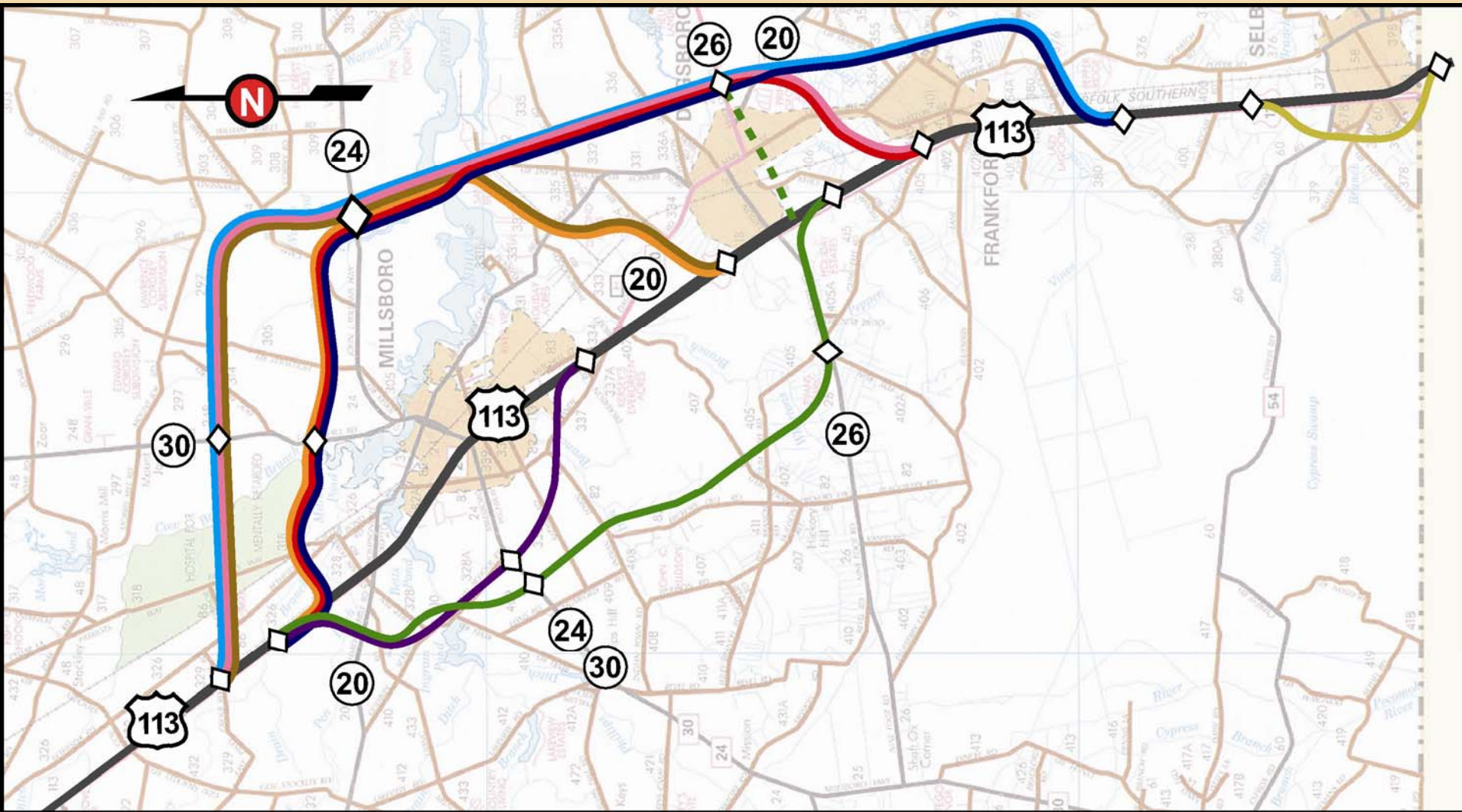
# Millsboro-South Area Alternatives



# **Millsboro-South Area Alternatives RTEs**

- The project team coordinated with the U.S. Fish and Wildlife Service and DNREC regarding Federal species of concern.
- Extensive studies were conducted to determine potential impacts to Swamp Pink, a Federally-listed species. No direct impacts were found in the Millsboro-South area.

# Millsboro-South Area Alternatives

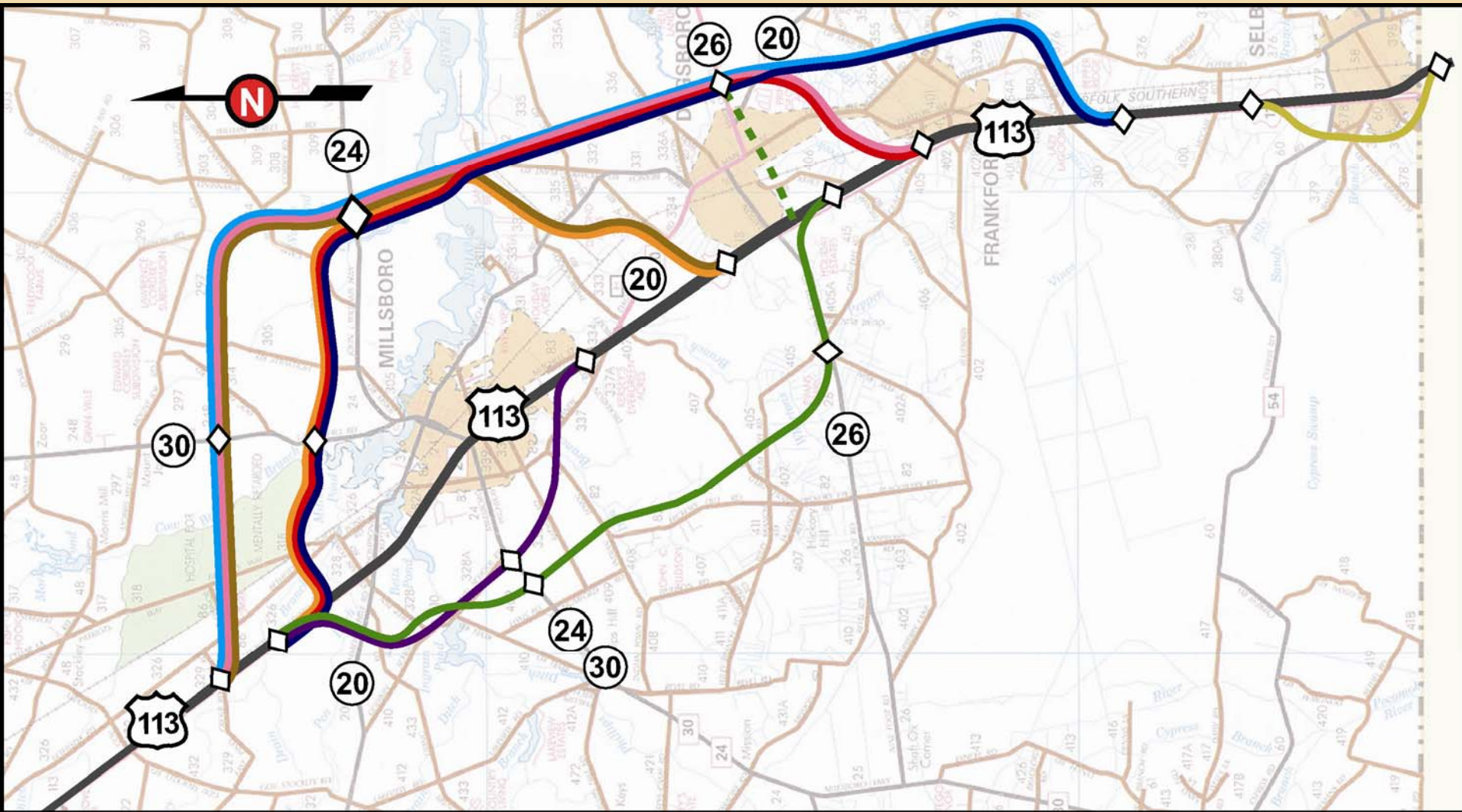


# Millsboro-South Area Alternatives

## Traffic

- During 2006, DelDOT completely updated its travel demand model
  - Population and employment
  - External volumes
  - 2005 calibration
  - Mode choice model (DTC)
  - New toll model (I-95, SR 1, US 301)
- Project-specific traffic forecasts are nearly complete
  - Traffic-dependent impacts (noise, air quality, economic, etc.) will be determined when traffic is complete

# Millsboro-South Area Alternatives

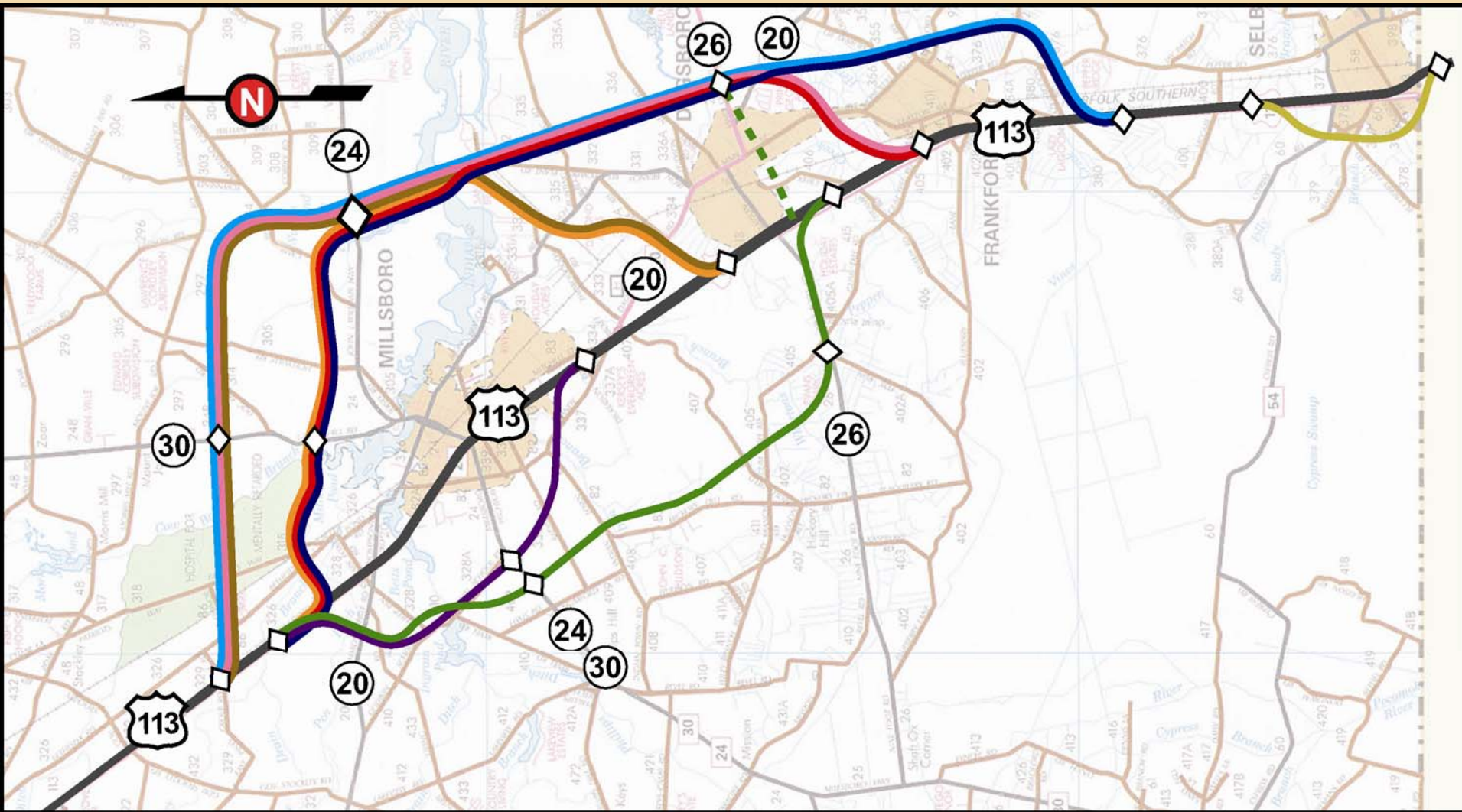


# Millsboro-South Area Alternatives

## Socio-Economic Impacts

- This category includes impacts to both businesses and properties.
- Property impacts have been updated.
  - Ferry Cove
- The revised traffic forecasts have been completed, and updated business impacts are being recalculated.
- Impacts to agriculture are being determined.

# Millsboro-South Area Alternatives



# **Millsboro-South Area Alternatives Natural Areas**

- DNREC approved new State Resource Area and Natural Area maps in fall 2006.
- These data were provided to the project team by DNREC immediately upon approval and have been incorporated into the mapping.
- These impacts are being incorporated into the impact matrix.

# Georgetown-South Area

## Introduction of East-to-East Alternative

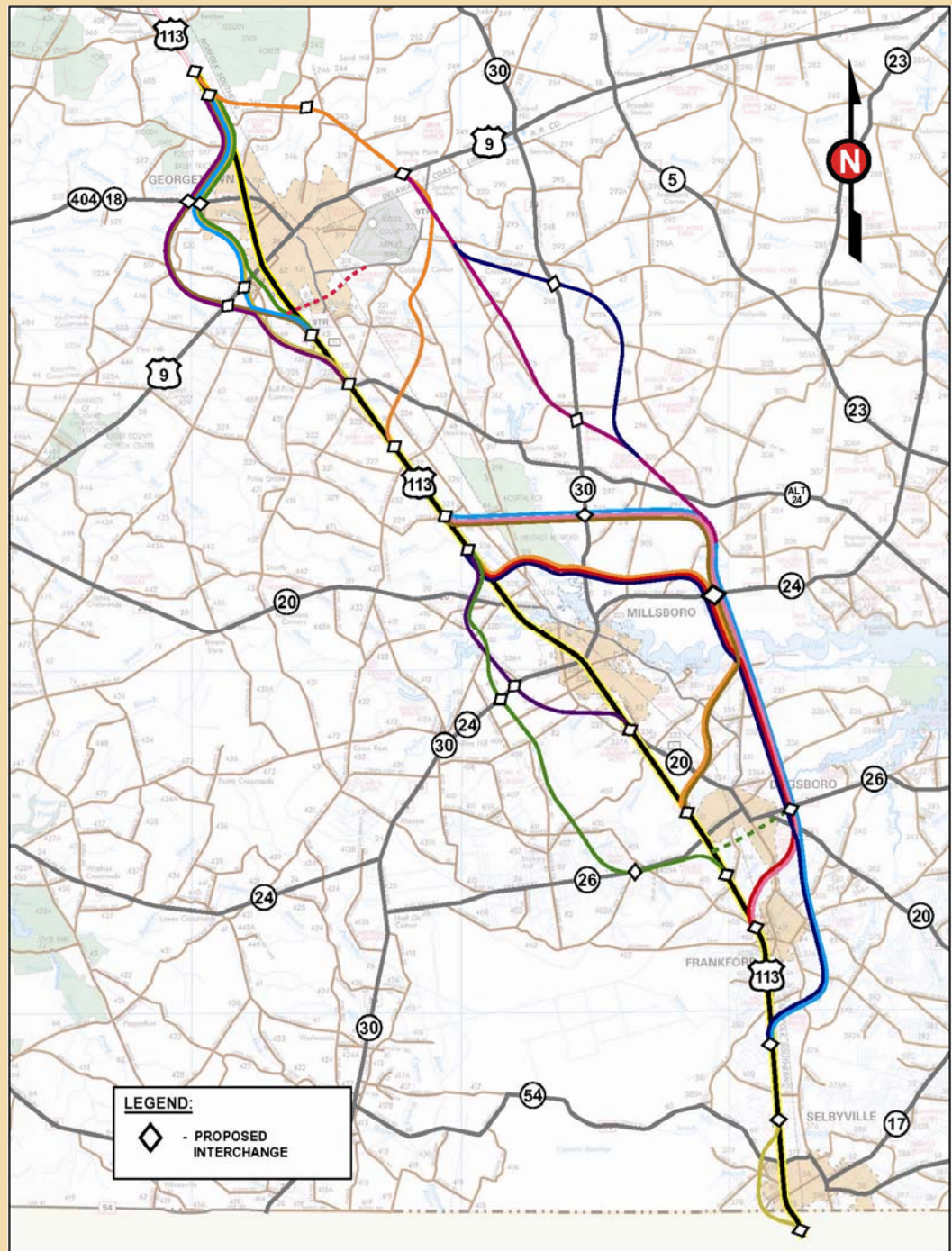
- DelDOT is preparing a Draft Environmental Impact Statement (DEIS) for the Georgetown-South Area
  - From north of Georgetown to Selbyville
- At the beginning of the study, two separate working groups were established in this overall area to get more focused input
  - Georgetown Area
  - Millsboro-South Area

# **Georgetown-South Area**

## **Introduction of East-to-East Alternative**

- A connection between the Georgetown and Millsboro-South east bypass alternatives may have:
  - Fewer natural resource impacts
  - Fewer community impacts
  - Shorter overall length
    - Less new highway
    - Lower cost

# Georgetown-South Area Alternatives



# Georgetown-South Area East-to-East Alternative

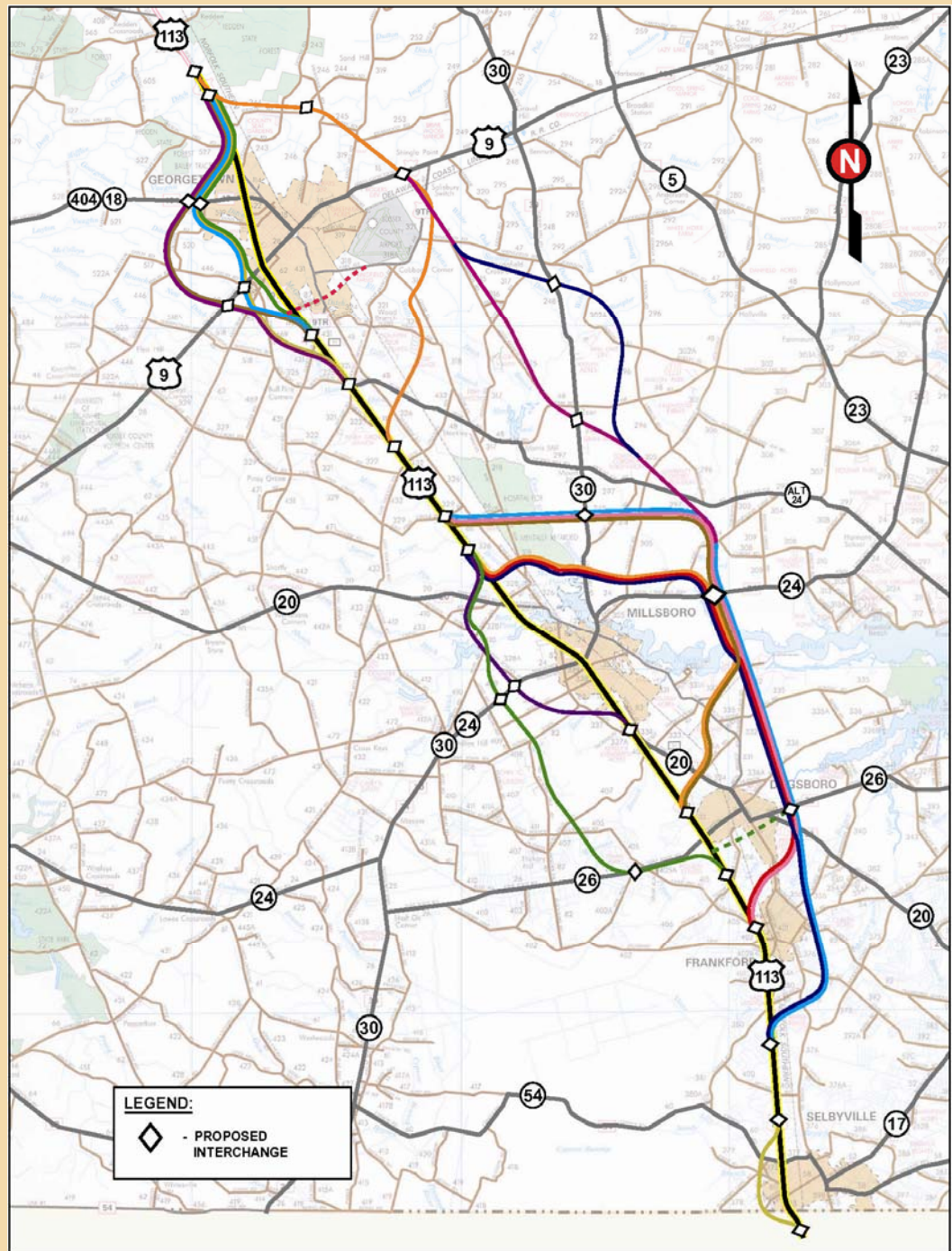
## ■ Millsboro-South Working Group Input

- Favor longest east bypass alternative
- Oppose west bypass alternatives
- Oppose on-alignment alternative
- Need to address east-west traffic issues
- Favor connection from US 113 to SR 24
- Favor realignment of SR 26
- Favor Selbyville bypass

## ■ Public Input

- Mixed views about on-alignment (though there has been some strong opposition)
- Limited support for east and west bypass alternatives
- More opposition to west than east bypass alternatives
- Concern for east-west traffic issues
- Concern about relocation of SR 54 north and east of Selbyville
- Support for either west bypass or on-alignment in Selbyville

# Georgetown-South Area Alternatives

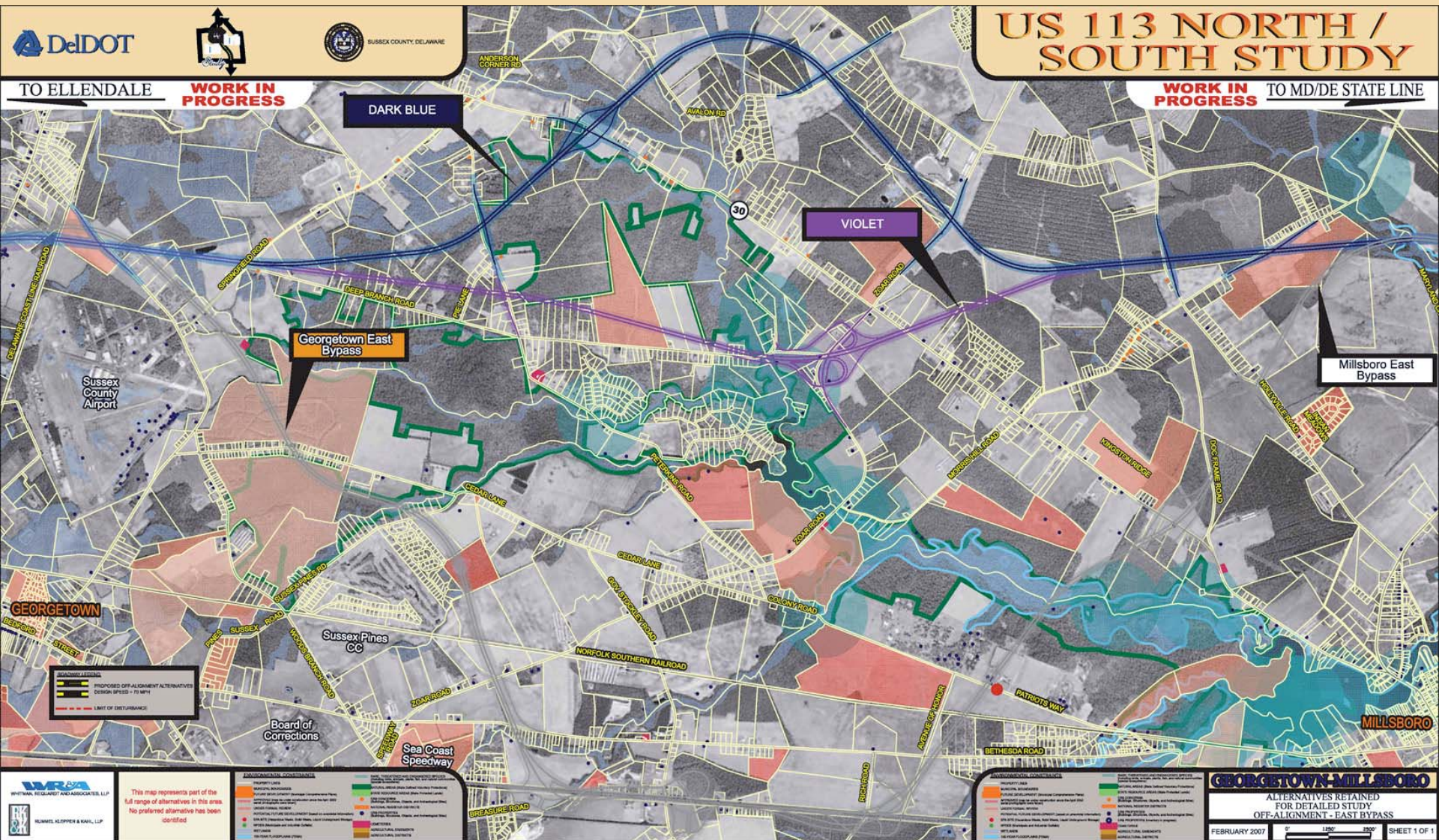


# Georgetown-South Area

## East-to-East Alternative

- **Georgetown Working Group Input**
  - No clear preference for an alternative
  - Generally support connection from US 113 to SR 9 on the east
  - Suggested an east-to-east connection
- **Public Input**
  - Some business community support for on-alignment
  - No clear preference between east and west bypass alternatives
  - Need to address east-west traffic issues

# Georgetown-South Area – East-to-East



# Georgetown-South Area East-to-East Alternative

## Natural Resources – Field Observations

### ■ Forest

- Some areas evident on the aerial photo have been recently logged, including one during a site visit
- Loblolly pine - hardwood association of varying maturity
- Stands from 7 to 50 years old; understory primarily hollies and blueberry, typically sparse

### ■ Wetlands

- Upstream crossings of Cow Bridge Branch (i.e. East-to-East Alternatives) generally have lower quality wetlands; downstream crossings (i.e. Millsboro East Alternatives) generally have higher quality wetlands
- Field verification of wetlands is ongoing

# Georgetown-South Area East-to-East Alternatives

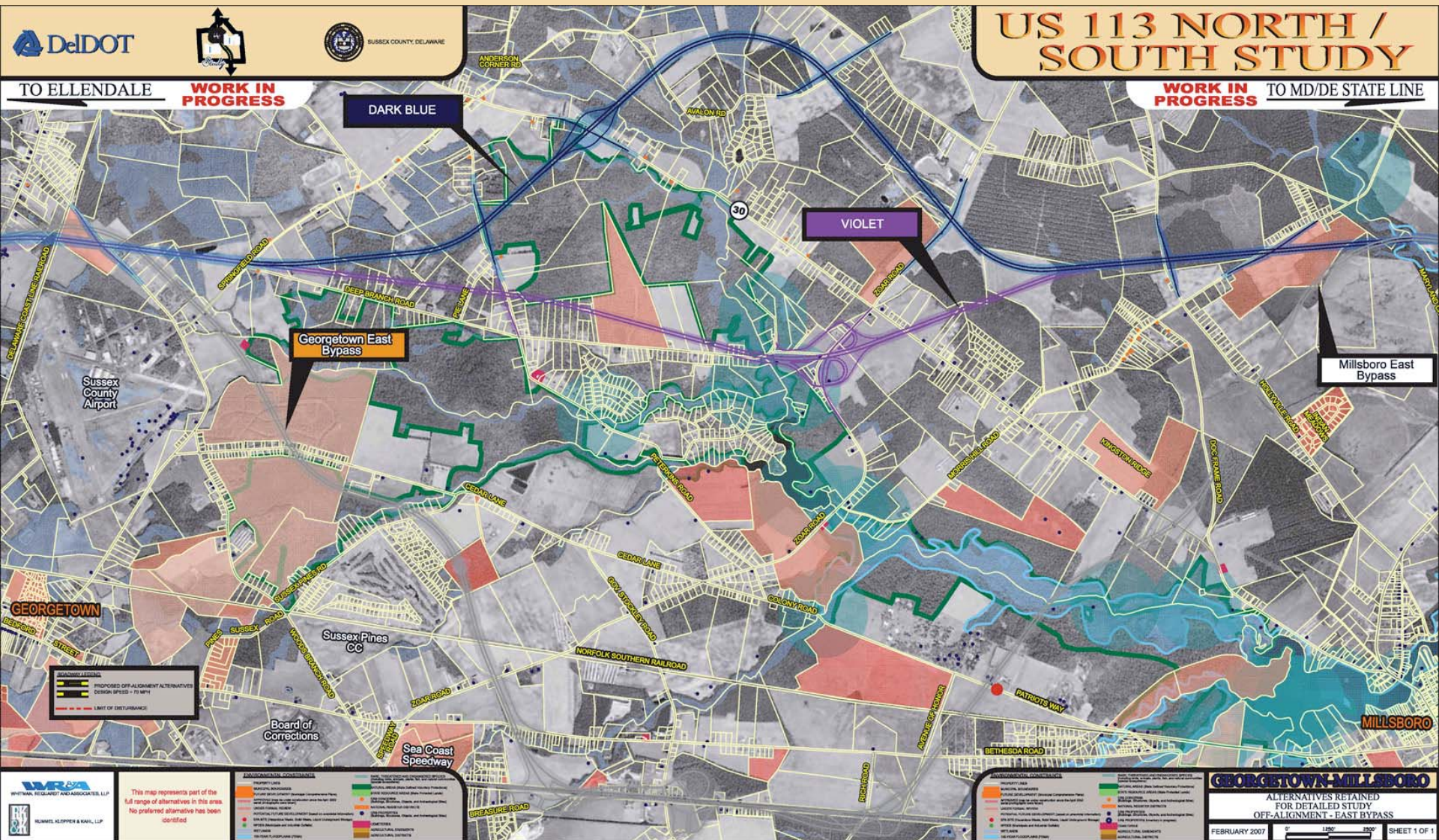
	Existing East Bypass Alternatives			Dark Blue	Violet
	Georgetown	Millsboro	Total		
<b>Wetlands and Waters of the US</b>					
Wetlands (acres)	9	8	17	18	15
Waters of the US (linear feet)	TBD	TBD	TBD	TBD	TBD
<b>Cultural Resources</b>					
Number of properties	35	31	66	42	TBD
<b>Rare, Threatened and Endangered Species</b>					
Potential RTE Areas (acres)	TBD	TBD	TBD	TBD	TBD
<b>Other Considerations</b>					
Natural areas (acres)	TBD	TBD	TBD	36	11
State resource areas (acres)	TBD	TBD	TBD	55	30
Agricultural districts (ten year)	5	0	5	0	0
(acres within properties)	32	0	32	0	0
Agricultural Preservation Easements (permanent)	0	0	0	4	3
(acres within properties)	0	0	0	21	21
Forestlands (acres)	50	109	159	197	150
State Forest Lands	TBD	TBD	TBD	TBD	TBD
Number of Cemeteries	2	3	5	1	0
<b>Properties</b>					
Properties affected (numbers of)	79	38	117	60	99
Properties affected (total acres)	TBD	TBD	TBD	TBD	TBD
Denial of access	37	11	48	15	19
<b>Engineering</b>					
Length (miles)	6.84	4.95	11.79	9.38	8.62

# **Georgetown-South Area East-to-East Alternative**

## **Natural Resources and Other Considerations**

- 20-30% reduction in length, resulting in decreased land disturbance and cost
- East-to-east wetland crossings do not have the same high value as the Millsboro-South east bypass alternatives
- Acreage of wetland impacts is comparable to original bypass alternatives
- Acreage of forest impacts is comparable to original bypass alternatives
- 50-70% reduction in relocations
- Other impacts are being calculated

# Georgetown-South Area – East-to-East



# Georgetown-South Area East-to-East Alternative

## Cultural Resources

- Some evaluations have been submitted to SHPO for initial review; others will be submitted in March
  - Approximately 30 architectural properties will be added to the current 800+ in the Georgetown-South Area
- Based on initial consultant field review, direct impacts to architectural properties that may be National Register eligible have been avoided with the current alignments
- Field review with SHPO is anticipated in February
- Modifications, if necessary, to avoid direct impacts to National Register eligible architectural properties will be considered at that time

# Georgetown-South Area

## East-to-East Alternative – Summary

### ■ Public/Working Group views:

- Millsboro-South Working Group favors the longest east alternative and opposes the on-alignment and west alternatives.
- Millsboro public has limited support for east or west, with more opposition to west than east.
- All areas want east-west traffic addressed.
- East-to-East alternative provides some opportunity to address east-west traffic issues.
- Georgetown Working Group suggested an east-to-east connection and has indicated no clear preference for an alternative.
- Georgetown public has indicated no clear preference for any particular alternative.
- Compares favorably with respect to natural environmental impacts.

# **Georgetown-South Area**

## **East-to-East Alternative – Summary**

- **Potential advantages of East-to-East alternatives:**
  - Eliminates impact to Cow Bridge Branch adjacent to Stockley Center.
  - Less cost due to shorter length of new alignment.
  - Avoids impacts to Georgetown's spray irrigation facilities.
  - Avoids Golf Village/Woods at Walls Creek developments.
- **Potential disadvantages of East-to-East alternatives:**
  - Adds another alternative that will require additional detailed evaluation.
  - Increases length of segment needed to be built to be operational.
  - Livable Delaware impacts with interchange on SR 30 – State Strategies
- **What are your thoughts?**

# Schedule

Our goal is to identify a recommended preferred alternative, and circulate a Draft Environmental Impact Statement containing that alternative, in November 2007.

# Schedule

Milford Area		Georgetown-South Area	
Agencies	Working Groups/Workshops	Agencies	Working Groups/Workshops
December 12		December 12	
January 11			
		January 25	
	January 31 WG		
		February 8	February 6 (Millsboro) and 8 (Georgetown) WGs
		February 22	
	February 26 (Lincoln) and 27 (Milford) workshops to present update and brown alternative		
	March 7 WG		
March 14		March 14	March 12 (Millsboro) and 15 (Georgetown) workshops to discuss east-to-east alternative
	March 21 WG		
			March 27 (Millsboro) and 29 (Georgetown) WGs
		April 5	
	April 11 WG		
			May 1 (Millsboro) and 3 (Georgetown) WGs
		May 10	
			May 29 (Millsboro) and 31 (Georgetown) WGs
	June 11 and 12 public hearings	June 20	
			June 26 (Millsboro) and 28 (Georgetown) WGs

**INITIATE recommended preferred alternative discussion**  
**CONTINUE recommended preferred alternative discussion**  
**END recommended preferred alternative discussion**

## **Next Steps**

### **Millsboro-South Area Working Group Meeting Dates:**

- Tuesday, March 27
- Tuesday, May 1
- Tuesday, May 29
- Tuesday, June 26

# Next Steps

## Public Meeting Dates:

### ■ Public Workshops

- Monday, March 12, Millsboro
- Thursday, March 15, Georgetown

### ■ DEIS Public Hearings

- January 2008 (TBD)